

COUNTRY	East Germany	REPORT NO.	015300480004-0
TOPIC	Koethen Airfield		25X1
EVALUATION	25X1	PLACE OBTAINED	25X1
DATE OF CONTENT	31 September to 12 October 1952		
DATE OBTAINED	25X1	DATE PREPARED	12 November 1952
REFERENCES			
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			

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1. The following aircraft and air activity were observed at Koethen airfield between 16 September and 2 October 1952:

16 September. At about 6 p.m., there was intensive air activity by MiG-15s over the field. All the planes had auxiliary fuel tanks. Between 4:50 and 7 p.m., 20 MiG-15s were counted in front of the hangars, except for the third hangar which could not be observed because of the board fence. At 6 p.m., five MiG-15s were observed at the take-off point.

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26 September. A swept-back jet fighter took off at 6:20 p.m. and landed at 7:15 p.m. After 7:25 p.m., there was night flying by swept-back jet fighters, while a searchlight was in operation. The searchlight, which was located at the Paasdorf-Koethen road, illuminated the runway while the planes taxied for taking off and before touching for landing. Another searchlight which was located near the fuel dump served as beacon light. It made circular rotations for 5 minutes and, subsequently, was switched off for 2 minutes.

2 October. At 6:55 p.m., two swept-back jet fighters landed at the field. After 7:10 p.m., there was night flying while the searchlights were in operation. Before night flying started, 29 swept-back jet fighters were counted at the field.¹

2. Three guns and tents were observed near the alert flight in the southeastern corner of the landing field. At 7 p.m., sentries were observed patrolling on the Paasdorf-Koethen road along the board fence.²
3. On 26 September, the jet fighter crates were no longer observed at the field.³
4. On 2 October, seven shrapnelproof aircraft revetments were under construction near the target range. Source observed on 3 October that the construction of three additional shrapnelproof revetments was started.

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5. Four telephone lines on poles were strung from a building located between the two eastern hangars to the PKV-45 DF station at the Koethen-Maille road. Two lines extended from the DF-station to the railroad signal box. Recently, the PKV-45 DF station consisted of three buildings, one of which was of timber and was surrounded by a wall of earth about 1 meter high.⁴

7. At 12:40 p.m. on 23 September, a MiG-15 [redacted] at the field. Another MiG-15 landed at 1:04 p.m. A total of 42 MiG-15s, 4 Yak-11s and 2 other planes were observed in front of the hangars. An additional eight MiG-15s were parked in front of the isolated hangar. 1

1. [redacted] Comment. Koethen airfield is occupied by a fighter regiment and the headquarters of a fighter division. [redacted]

12. [redacted] Comment. It is believed that two light AA batteries each of six 37-mm guns are stationed at the field. One battery is emplaced in the southeastern corner of the landing field. The emplacement of the second battery has not been determined.

3. [redacted] Comment. The information that empty aircraft crates were removed from the field was also received from other airfields. The crates with MiG-15s had arrived from the U.S.S.R. in the spring of 1952.

4. [redacted] Comment. As the railroad line crosses the flying lane close to the airfield, the PKV-45 DF station was connected with the railroad signal box probably for warning purposes.

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